

Cabin Pressure Altitude Thousands of Feet.

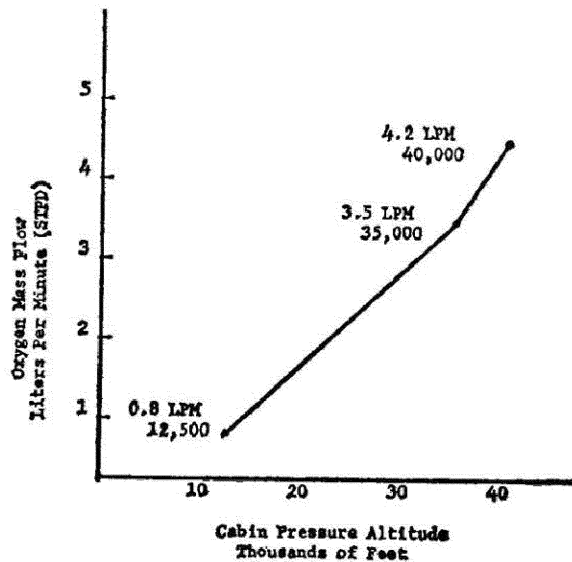


FIGURE 1--Cabin Pressure Altitude

(c) If demand equipment is installed for use by flight crewmembers, the minimum mass flow of supplemental oxygen required for each flight crewmember may not be less than the flow required to maintain, during inspiration, a mean tracheal oxygen partial pressure of 122mm Hg up to and including a cabin pressure altitude of 35,000 feet, and 95 percent oxygen between cabin pressure altitudes of 35,000 and 40,000 feet, when breathing 20 liters per minutes BTPS. In addition, there must be means to allow the flight crew to use undiluted oxygen at their discretion.

(d) If first-aid oxygen equipment is installed, the minimum mass flow of oxygen to each user may not be less than 4 liters per minute, STPD. However, there may be a means to decrease this flow to not less than 2 liters per minute, STPD, at any cabin altitude. The quantity of oxygen required is based upon an average flow rate of 3 liters per minute per person for whom first-aid oxygen is required.

(e) As used in this section:

(1) BTPS means Body Temperature, and Pressure, Saturated (which is 37 °C, and the ambient pressure to which the body is exposed, minus 47mm Hg, which is the tracheal pressure displaced by water vapor pressure when the breathed air becomes saturated with water vapor at 37 °C).

(2) STPD means Standard, Temperature, and Pressure, Dry (which is 0 °C at 760mm Hg with no water vapor).

[Doc. No. FAA-2009-0738, 76 FR 75761, Dec. 2, 2011]

#### § 23.1445 Oxygen distribution system.

(a) Except for flexible lines from oxygen outlets to the dispensing units, or where shown to be otherwise suitable to the installation, nonmetallic tubing must not be used for any oxygen line that is normally pressurized during flight.

(b) Nonmetallic oxygen distribution lines must not be routed where they may be subjected to elevated temperatures, electrical arcing, and released

flammable fluids that might result from any probable failure.

(c) If the flight crew and passengers share a common source of oxygen, a means to separately reserve the minimum supply required by the flight crew must be provided.

[Doc. No. 26344, 58 FR 18978, Apr. 9, 1993, as amended by Amdt. 23-62, 76 FR 75762, Dec. 2, 2011]

**§ 23.1447 Equipment standards for oxygen dispensing units.**

If oxygen dispensing units are installed, the following apply:

(a) There must be an individual dispensing unit for each occupant for whom supplemental oxygen is to be supplied. Each dispensing unit must:

(1) Provide for effective utilization of the oxygen being delivered to the unit.

(2) Be capable of being readily placed into position on the face of the user.

(3) Be equipped with a suitable means to retain the unit in position on the face.

(4) If radio equipment is installed, the flightcrew oxygen dispensing units must be designed to allow the use of that equipment and to allow communication with any other required crew member while at their assigned duty station.

(b) If certification for operation up to and including 18,000 feet (MSL) is requested, each oxygen dispensing unit must:

(1) Cover the nose and mouth of the user; or

(2) Be a nasal cannula, in which case one oxygen dispensing unit covering both the nose and mouth of the user must be available. In addition, each nasal cannula or its connecting tubing must have permanently affixed—

(i) A visible warning against smoking while in use;

(ii) An illustration of the correct method of donning; and

(iii) A visible warning against use with nasal obstructions or head colds with resultant nasal congestion.

(c) If certification for operation above 18,000 feet (MSL) is requested, each oxygen dispensing unit must cover the nose and mouth of the user.

(d) For a pressurized airplane designed to operate at flight altitudes

above 25,000 feet (MSL), the dispensing units must meet the following:

(1) The dispensing units for passengers must be connected to an oxygen supply terminal and be immediately available to each occupant wherever seated.

(2) The dispensing units for crewmembers must be automatically presented to each crewmember before the cabin pressure altitude exceeds 15,000 feet, or the units must be of the quick-donning type, connected to an oxygen supply terminal that is immediately available to crewmembers at their station.

(e) If certification for operation above 30,000 feet is requested, the dispensing units for passengers must be automatically presented to each occupant before the cabin pressure altitude exceeds 15,000 feet.

(f) If an automatic dispensing unit (hose and mask, or other unit) system is installed, the crew must be provided with a manual means to make the dispensing units immediately available in the event of failure of the automatic system.

(g) If the airplane is to be certified for operation above 41,000 feet, a quick-donning oxygen mask system, with a pressure demand, mask mounted regulator must be provided for the flight crew. This dispensing unit must be immediately available to the flight crew when seated at their station and installed so that it:

(1) Can be placed on the face from its ready position, properly secured, sealed, and supplying oxygen upon demand, with one hand, within five seconds and without disturbing eyeglasses or causing delay in proceeding with emergency duties; and

(2) Allows, while in place, the performance of normal communication functions.

[Amdt. 23-9, 35 FR 6387, Apr. 21, 1970, as amended by Amdt. 23-20, 42 FR 36969, July 18, 1977; Amdt. 23-30, 49 FR 7340, Feb. 28, 1984; Amdt. 23-43, 58 FR 18978, Apr. 9, 1993; Amdt. 23-49, 61 FR 5170, Feb. 9, 1996; Amdt. 23-62, 76 FR 75762, Dec. 2, 2011]

**§ 23.1449 Means for determining use of oxygen.**

There must be a means to allow the crew to determine whether oxygen is